

Claims:

1. A motor vehicle (1), especially a convertible vehicle, with a vehicle body in whose underbody area (2) reinforcing struts (4, 5) are provided, **characterized by** at least one retaining bridge (12) arranged indirectly or directly on the underbody (2) and extending beneath part of an exhaust system (15) for attachment of at least one of the struts (4, 5).

2. A motor vehicle (1) according to Claim 1, **characterized in that** the retaining bridge (12) passes beneath an end muffler (16) arranged essentially in the transverse center of the vehicle.

3. A motor vehicle (1) according to Claim 1, **characterized in that** rear end areas (10, 11) of two struts (4, 5) can be attached to the retaining bridge (12), which extend from there with one component in the direction of travel (F) and are attached at their front ends (6, 7) to the auto body.

4. A motor vehicle (1) according to Claim 1, **characterized in that** the retaining bridge (12) lies at a vertical spacing several centimeters beneath said part of the exhaust system (15).

5. A motor vehicle (1) according to Claim 1, **characterized in that** the struts (4, 5) can be attached to the retaining bridge (12) by screw connections.

6. A motor vehicle (1) according to Claim 1, **characterized in that** the retaining bridge (12) can be attached to the auto body by screw connections.

7. A motor vehicle (1) according to Claim 1, **characterized in that** the auto body has a channel (18) extending upward in the underbody (2) for the exhaust system (15) and surfaces (14) of the auto body lying deeper with respect to it on both sides as attachment surfaces for the retaining bridge (12).

8. A motor vehicle (1) according to Claim 1, further comprising at least one vibration-selective sensing unit to record longitudinal stresses on the struts (4, 5) occurring

during driving and at least one control element to cause a force that counteracts the longitudinal stress.

9. A motor vehicle (1) according to Claim 8, **characterized in that** at least two struts (4, 5) are connected by a support device that is movable with respect to the retaining bridge (12), in which a common control element is provided for simultaneous influencing of the struts (4, 5) connected to it.

10. A motor vehicle (1) according to Claim 9, **characterized in that** the support device includes at least one arm designed as a balance beam, which can be pivoted in its middle area about an at least almost vertical axis with respect to the retaining bridge (12) and which is connected to the struts (4, 5) in its end areas.